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SOURCE Newspapers and periodicals as indicated.

NOTE SEASONAL NEEDS FOR AUTOMOBILE SPARE PARTS;
ZIS PLANT CONTINUES EFFORTS TO SAVE SPACE

POSTWAR VEHICLES COMING IN FOR MAJOR REPAIRS -- Avtomobil', No 7, Jul 50

The current period represents the end of the exploitation cycle of the new types of motor vehicles produced since the end of the war, and these machines are now beginning to come in for capital repairs. Many ministries and subordinate organs have been preparing for this work since the beginning of the year, among them the Rosavtoremont (RSFSR Automobile Repairs) Trust of the Ministry of Motor Transport RSFSR, the Administration of Automobile Repair Plants of the Moscow City Executive Committee, and the ministries of Agricultural Procurement and Construction of Machine-Building Enterprises.

The Rosavtoremont Trust has supplied all its plants with uniform technical documentation. The plants have already completed the program for the repair of GAZ-51 trucks and M-20 Pobeda and Moskvich cars. One of its plants has begun repairs of ZIS-120 engines.

The AREMZ (Moscow Automobile Repair and Electrical Machinery Plant) is setting up a special shop for the repair of YaAZ-204 Diesel engines.

The current problem is to repair not only new GAZ-51 and ZIS-150 engines but also whole new GAZ-51 and ZIS-150 trucks; the same holds true for other trucks and passenger cars. In this connection, one cannot accept as normal the situation in the First Leningrad Repair Plant, where the repair of post-war vehicles has not yet been organized. At least, the plant is repairing very few engines and has not yet begun repair assembly of GAZ-51 trucks by the conveyor method.

The repair of GAZ-51 and ZIS-150 parts is lagging also at the Voronezh and Saratov automobile repair plants and others.

For repair purposes, the automobile industry must put out more automobile and truck parts in which there is now a shortage. Such parts are pistons, piston rings, and thin-walled bushings. It must also promote the output of spare electrical equipment, rubber products, etc.

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ZIS PLANT MODERNIZES EQUIPMENT -- Vechernyaya Moskva, 27 Jun 50

The shops of the Moscow Automobile Plant imeni Stalin are giving much attention to the problem of increasing production capacity without expanding the production area. They are modernizing the equipment, installing new conveyers, and introducing high-speed metal-cutting on a wide scale. The campaign to repair machine tools by the high-speed unit method has reduced the idle period for tools in repair 10 to 12 times.

One after another, shops are reporting the completion of the half-year plan. Among these are the third and fourth casting shops, casting shop No 1, and machine-and-assembly shops Nos 3 and 5.

DEVISE BETTER FORMULA FOR SPARK PLUG INSULATORS -- Leningradskaya Pravda, 22 Jul 50

The Leningrad Scientific Research Institute for Ceramics, in collaboration with the Carburetor Plant imeni V. V. Kuybyshev, has worked out a formula and technique for the production of spark plug insulators having a high aluminous content.

DESIGN SIX-SPEED BICYCLE -- Sovetskaya Latviya, 30 Jun 50

The Riga Sarkana Zvaygzne Plant has manufactured the first experimental models of a newly designed highway racing bicycle, the Riga-60. Ordinarily, a racing bicycle has three speeds. The new type has six speeds. It is considerably lighter than bicycles produced by other plants in the country.

The new design was worked out by Engineer Andreyev; Dymze, chief of the production section; and Designer Vener.

This enterprise has also perfected and produced 50 Riga-50 track bicycles.

GIVE DIESEL INJECTOR TOLERANCES -- Avtomobil'naya Promyshlennost', No 8, Aug 50

The fuel injector for the YaAZ-204 Diesel motor is the Lenkarz-60, made by the Leningrad Carburetor Plant. This engine is used in trucks, dump trucks, and in the ZIS-154 bus. Thirty-five percent of the parts in the injector must be machined to first class precision or better. The clearance between the plunger and the sleeve is held to 0.75-1.5 microns for a length of 38 millimeters.

One of the most exacting operations is the mechanical finishing of the plunger cylinder. This is done in two passes on a surface-finishing machine. Maximum deviation in ellipticity is 0.0006 millimeter; in conicity, 0.001 millimeter. The maximum height of surface irregularities is 0.00032 millimeter.

SET NEW SPEED RECORDS -- Pravda Vostoka, 28 Jun 50

In recent speed runs held in Moscow, new national records were set, as follows:

A Zvezda 3-M automobile, having a 350-cubic-centimeter cylinder volume, ran 50 kilometers in 25 minutes, 15.2 seconds, attaining an average speed of 118.798 kilometers per hour. A Moskvich went the same distance in 31 minutes, 13.2 seconds, with an average speed of 96.092 kilometers per hour. A Pobeda made the run in 20 minutes, 24.1 seconds, averaging 147.046 kilometers per hour.

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A 100-kilometer run was negotiated by the special-design Komet motorcycle having cylinders of 500 cubic centimeters' volume, in 39 minutes, 23.7 seconds; average speed was 152.303 kilometers per hour. Another machine having a 250-cubic-centimeter cylinder volume, made the 50-kilometer run in 21 minutes, 24 seconds, making an average speed of 140.186 kilometers per hour, while it ran the 100-kilometer distance in 43 minutes, 45.8 seconds, averaging 137.103 kilometers per hour.

A motorcycle having a 350-cubic-centimeter cylinder volume ran 50 kilometers in 22 minutes, 27.5 seconds attaining an average speed of 133.573 kilometers per hour; it made the 100-meter distance in 47 minutes, 31.6 seconds, making 126.244 kilometers per hour.

A motorcycle with side car, in the over-600-cubic-centimeter class, ran 50 kilometers in 21 minutes, 15.4 seconds, averaging 141.131 kilometers per hour. It made the 100-kilometer distance in 42 minutes, 36.9 seconds at an average speed of 140.793 kilometers per hour.

Pravda, 11 Jun

In motorcycle tests run at Serpukhov, new all-union records were received.

One machine, having a 125-cubic-centimeter cylinder volume, went one kilometer from a stationary position in 38.33 seconds, developing an average speed of 93.921 kilometers per hour. The machine ran the same distance from a moving start in 30.18 seconds, and was clocked at an average speed of 119.284 kilometers per hour.

Another motorcycle, of 350-cubic-meter cylinder volume, and equipped with a side car, negotiated one kilometer in 23.82 seconds from a moving start. It developed an average speed of 151.133 kilometers per hour. A machine of 250 cubic meters' cylinder volume made a one-kilometer run from a moving start at an average speed of 174.503 kilometers per hour.

PUTS OUT ABOVE-PLAN MOTORCYCLES -- Avtomobil', No 7, Jul 50

The Moscow Motorcycle Plant produced 750 motorcycles above plan in the first half of 1950.

POBEDAS AND MOSKVICHEs POPULAR IN MINSK -- Sovetskaya Belorussiya, 3 Jun 50

The Minsk store of Glavavtotraktorosbyt (Automobile and Tractor Sales) Trust sold more than 220 Pobeda and Moskvich cars to individuals this year. There is a great demand for these vehicles. There is also a large demand for Moskva and Kiyevlyanin motorcycles and Minsk and Orlenok bicycles, which are produced by the Minsk Bicycle Plant.

TBILISI GETS MORE MOSKVICHEs -- Zarya Vostoka, 6 Jul 50

The Tbilisi store of Glavavtotraktorosbyt (Main Administration of Automobile and Tractor Sales) has received 135 Moskviches. These cars will be put on sale.

Zarya Vostoka, 22 Jul 50

The Tbilisi Freight Transport Office has received 18 new Pobedas, which will be used to fill the motor parks of Kutaisi, Batumi, Gori, Borzhomi, and Gagra.

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SELLS GARAGE FANS -- Trud, 21 Jul 50

The Bezhetsk Garage Equipment Plant sells centrifugal ventilators with 6-volt 135-watt motors, equipped with spare corner brushes and instructions on maintenance and repair. -- Advertisement

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